



The Piccadilly-Florsheims are moderately priced at \$5 and \$6.

# You Know

that leather costs more than formerly.

A good reason why you should wear better shoes. Five or six dollars spent for a pair of Florsheims will give you greater satisfaction through added comfort, correct style and longer service than a like amount spent for any other article of wearing apparel.

You can now afford a pair of these good shoes—it is not what you pay but what you get.

See them at this store



# W. R. HARPER Department Store

## MEN'S SPRING SUITS



These are made of all wool materials, good workmanship—

\$17.50

## SPECIAL SALE ON LADIES' HATS

One Lot

\$10.00 Hats	\$5.00
\$8.00 Hats	\$4.00
\$7.00 Hats	\$3.50
\$6.00 Hats	\$3.00
\$5.00 Hats	\$2.50

## KRIPPENDORF-DITTMAN SHOES

Just arrived. This is the best selection of Spring Pumps we have ever shown



This is a beauty; just the pump for stylish girls, made with a high kidney heel—Special, at—

\$3.98

Dull kid leather



## SPECIAL ON GIRLS' MIDDIES

98c

# W. R. HARPER Department Store

## OUR LINCOLN LETTER

### Pullman Car Assessment Raised 15 Per Cent—Lincoln Republicans Wonder How Sutton Did It

Lincoln, Nebr., May 18—By F. C. Ayres and H. L. Cooper, state house—The state board of assessments met the fore part of the week, and in addition to other business raised the valuation of Pullman cars 15 per cent. A year ago this board, which comprises Governor Morehead, State Auditor Wm. H. Smith, Secretary of State Pool, State Treasurer George E. Hall and Land Commissioner Beckmann, added a 25 per cent raise to Pullman cars and equipment, making a 40 per cent raise in two years.

State House and Lincoln republicans are busy speculating these days on Who is Who and Why? In the late republican gubernatorial mixup Judge Sutton of Omaha cleaned up the entire bunch of republican candidates with votes to spare. While the Omaha candidate was running on an extremely dry platform he carried the wet wards of Omaha with ease, and the wettest candidate on the ticket, Ex-mayor Miles of Hastings, received only scattering support. McKevie of Lincoln, who is as dry as a powder house, and Ex-State Treasurer George, who is only semi-arid in his moist propensities, are wondering how the foxy judge pulled it over on them. Mr. George had very little chance anyway, but Mr. McKevie went down to Douglas county with something like a 4000 plurality, and was harpooned properly by the judge's county. Neither of these gentlemen, while thoroughly believing in the fundamental principles of temperance as expressed in holy writ, have followed this teaching to a very great extent in expressing their sentiments in the matter, and intimate very broadly that the astute representative of Blackstone from the metropolis, played both ends against the middle, and even fooled a good many who should have been wiser in their day and age.

County Treasurer Ure of Douglas county, who was the victim of misguided judgment in refusing to pay over moneys due the state when called upon to do so by the state treasurer, has remitted \$11,316.69, the balance for the first quarter of 1916, in accordance with a recent supreme court decision, which compels him to remit to the state monthly. However, Mr. Ure neglected to add to his remittance a little matter of \$3,817.91 with which the state has him charged, this being interest on funds which he refused to pay into the state treasury until forced to do so by the court. He is said to have confidentially confided to some friends that there would be good ice skating in his satanic majesty's realm before he paid that interest. A report to the courts for a decision in the face of this declaration will likely be the next move on the part of state officers. As courts are some-

times pretty frigid in their judiciary actions, there is a possibility that some sort of artificial refrigeration may be inaugurated to the satisfaction of Mr. Ure, thus inducing him to liquidate. The Douglas county treasurer's reluctance to pay this sum is undoubtedly superinduced by the fact that he must pay it out of his own pocket.

A warrant was drawn by the state auditor last week for \$7,963.94 as the first payment on the bridge across the Loup river at St. Paul. The bridge will cost about \$28,000. Howard county pays half of the cost and the state the remaining half. The state board of irrigation, highways and drainage, have a number of bridges either practically finished or in course of construction, besides several for which plans have been drawn, but no contracts let. The more important are: The Lexington bridge which was finished during the winter and accepted, will cost about \$25,000; a new concrete or steel bridge will be built across the Platte at Kearney, contract to be let May 23, cost estimated at about \$65,000; the North Platte bridge was recently completed at a cost of about \$30,000; the Superior bridge across the Republican river is completed, but has not yet been accepted by the state engineer; the Overton bridge at a cost of \$15,000 is nearing completion; the contract for the Gretna bridge across the Elkhorn has been let, but work of construction not yet begun, cost about \$18,000. Another bridge at Parcell crossing on the Niobrara near the town of Butte, to cost about \$25,000 is also contemplated. The above are some of the more important structures either completed lately or to be constructed this summer. The state pays half of the cost of these bridges.

24 FULL QUARTS fancy Strawberries, \$2.90. To you day after picked. WE PAY EXPRESS.

WICKHAM BERRY FARM, SALEM, NEBRASKA.

**Your Friends** can buy anything you can give them EXCEPT **Your Photograph** have it made at the **Shuler Studio**

## SALTS IF KIDNEYS OR BLADDER BOTHER

Harmless to flush Kidneys and neutralize irritating acids—Splendid for cystitis.

Kidney and Bladder weakness result from uric acid, says a noted authority. The kidneys filter this acid from the blood and pass it on to the bladder, where it often remains to irritate and inflame, causing a burning, scalding sensation, or setting up an irritation at the neck of the bladder, obliging you to seek relief two or three times during the night. The sufferer is in constant dread, the water passes sometimes with a scalding sensation and is very profuse; again, there is difficulty in voiding it.

Bladder weakness, most folks call it, because they can't control urination. While it is extremely annoying and sometimes very painful, this is really one of the most simple ailments to overcome. Get about four ounces of Jad Salts from your pharmacist and take a tablespoonful in a glass of water before breakfast, continue this for two or three days. This will neutralize the acids in the urine so it no longer is a source of irritation to the bladder and urinary organs which then act normally again.

Jad Salts is inexpensive, harmless, and is made from the acid of grapes and lemon juice, combined with lithia, and is used by thousands of folks who are subject to urinary disorders caused by uric acid irritation. Jad Salts is splendid for kidneys and causes no bad effects whatever.

Here you have a pleasant, effervescent lithia-water drink, which quickly relieves bladder trouble.

Many Inquire about Nebraska Land

S. F. Fee, Chicago, assistant immigration agent of the Burlington, is in town for a couple of days and asserts that it has been years since there were as many inquiries concerning Nebraska land as this spring. Mr. Fee said:

"There is not a day that we do not have from ten to twenty callers at the Chicago office seeking locations in the west, and the destination of fully nine-tenths of them is Nebraska or Wyoming."

"The splendid crops raised in Nebraska last year was one of the best advertisements the state has ever had and people are coming here in large numbers. Most of those coming here are men with considerable money, men who are prepared to buy reasonably cheap land. After the spring crop is in I anticipate a rush into central and western Nebraska."—Omaha Bee.

# The Employes' Side

BEING A FEW OF THE CONTENTIONS OF THE RAILWAY EMPLOYES' ORGANIZATIONS IN REGARD TO THE REQUEST FOR THE EIGHT-HOUR DAY—MANY POINTS OF INTEREST AND FACTS NOT GENERALLY KNOWN TO THE PUBLIC.—THE DEMAND APPLIES TO FREIGHT SERVICE ONLY

A statement has been frequently made by the railroads that the present demands of the railway train service employes are not really for an eight-hour day, but are intended to secure increased wages. This is not true, as the employes composing the four brotherhoods want shorter hours. They want their working day to be as near eight hours as it can be made.

To any reasonable person it will be apparent that it will be useless to secure an eight-hour day unless there is some penalty attached for overtime. In all the trades where the eight-hour day obtains, there is an extra charge for overtime; otherwise, there would be no eight-hour day, the work would go on at the same rate per hour just as long as the employer cared to work the men.

It has been amply demonstrated that eight hours' hard work is enough for any man and any hours he works more than eight, simply drawing on his reserve energy and vitality, shortening his life and his available working years. It has also been proven that a man working eight hours is more efficient, does better work, and is in every way a better citizen than a man working longer hours.

The railroad train service employes, in asking the railroad companies for an eight-hour day, also ask for time and one-half for overtime, but this extra rate is merely a "penalty" upon the railroads and is considered an effective method for preventing overtime. "Overtime" is commonly called "blood money", and saps the very life out of the employes. We trust that the public will consider the fact that it is the "overtime" and exposure that is "wearing out" the employes and prompts many employes to set their employes' age limit at 21 to 35. In other vocations a man can work at least 20 years—note the difference to railway work. Considered in this way the railway employes could, in exact justice, ask for twice their present rate of pay, but the employes are not seeking the "enormous increase," but desire better living conditions.

The physical and mental strain on train service employes, compelled to work long hours, is beyond comprehension by the average mind. Virtually all the accident and old-line insurance companies classify railroading as extra hazardous, many of them refusing to insure railway employes on account of the great risk of loss, and where these employes are injured, there is a definite limit set on the amount of the risk, and an extra charge is made to the insured.

In reality, the railway employes receive a less hourly rate of compensation than almost any other trade. A hod carrier receives \$4.50 for eight hours—or about 56 cents an hour. The highest paid train conductor receives 55 cents an hour. If the hod carrier worked as many hours as the railway conductor he would draw a larger salary and could then be named by the railroads as the "aristocrat of the labor world."

If the railroads complain that "time and a half" means in some instances an increase, let them avoid the increase by avoiding the overtime, for that is the desire and purpose of the employes.

The railroads claim there was an increase in wages to the men, of between 30 and 42 per cent from 1903 to 1914. This is partly true, but the price of living and the additional work required of the employes has more than offset it. Also, the said wage increase came mostly to the employes having regular assignments and established hours for service, but the great majority of the employes, who work in the irregular freight service and are allowed to work the day if sufficient freight shipments come to hand, but who lose the day's work if the business does not come—these "irregular freight service" employes gained almost nothing, but were crowded back to an hourly compensation, instead of mileage basis, by excessively long trains; or, in other words, the railroads, to recover the 1903 to 1914 wage increase, gave each of their irregular freight crews two trains to handle instead of one, and this not only deprived other crews of a train and their day's work, but kept the "double train" dragging along the railway until it has, in many places, become the practice of the railroads to work the employes 16 hours and merely allow them the eight hours' rest, anywhere, and then continue on with this "freight drag" as it is called by both officials and employes.

So the net result of this is really a decrease in the earnings of the great majority of employes, since they are forced from fast miles at so much per mile, to slow, long hours at the same rate per hour and handle two, and often three, trains where before they handled one, and many other duties added.

There are some railways that require the full 16 hours' work, at all times, from their employes, and it seems that the only reasonable and humane solution for this practice must be the present movement. The railroads declare that the employes are demanding a \$100,000,000 increase, but admit that upon many lines and in many instances there will be but little change. There may be some considerable increase, but nothing like what the officials claim, and in the light of past experience the employes easily can predict from what source the railroads will quickly recoup themselves. But if the employes win what they ask for, the public will soon find them an improved class of workers and citizens, an along with this, the public will also secure an improved railway service and prompt freight movement.

The railroads are circulating printed statements showing names of train service employes who are being paid large wages, and they are doing this to lead the public to believe that, because a few men are earning large salaries it is an example of what the average train service man is getting. Invariably the men whose names appear upon the lists as examples of large salaries being paid to railway train employes are men engaged in fast passenger runs and are exceptional cases. They should not be used as examples of what the average train service employe gets, because in the present demand for an eight-hour day the PASSENGER SERVICE IS NOT INCLUDED.

The public who do not always understand railway conditions and railway workers hear only the railway side of the story. In the railway talk of moving terminals there is but little to heed. The railroads can expedite their freight service and continue with their present terminals if they really wish to do so. In some few cases there may be a couple of hours overtime.

When an engineer has drawn a check for \$263 and a conductor a check for \$247 for a month's work, the railway may call attention to this, but neglect to say that these men worked 15 hours and 25 minutes every day in the month and secured most of their sleep in a box car "caboose" out along the line. Later, when these men lay off to recuperate, their big check must, of course, dwindle, and soon these men are broken down and are dumped onto the "scrap heap" with the other old machinery, and may be taken in by some kindly relative or perhaps find room in some distant "home" maintained by the employes' organizations. Thus they conclude their days—these soldiers of the great transportation army, these men who have safely transported countless numbers of passengers and endless trains of freight. Though the engines and cars become larger and yet larger, and though the trains become even longer, and though the hours of service become more intensely fierce, the railway employes still measure up to his work.

In the great railway yards the switchman whose tired feet strike the engine "footboard" or the cinders all day, or night, or the man in the "cab" who pulls and throws levers back and forth all day or night, working countless and conflicting signals and endless danger and in every condition of weather—these are the true soldiers of industry. These men should not need to ask for better conditions. Better conditions should have been given them years ago. Twelve hours, or more, is their present day or night, when eight hours should be their limit.

The fostering by some railroads of various unfair conditions, and their usual opposition to all suggestions towards improvement and their complaint about unfair regulations has provoked a reproof from one of the most conservative of our public men. In a speech before the New York Traffic Club on February 21, ex-President Taft reproved the railroads for their misdeeds and their opposition to the laws of the land and to reform. He accused them of corrupting councils and legislatures and defying the interstate commerce commission and being generally unreasonable, and then warned them of a possible government ownership. The general public will give this conservative speaker serious consideration. The employes may well feel they have able counsel upon their side.

President Wilson has said that the workers have a right to say under what conditions they will work. The railway employes merely ask that the public approve their effort for a reasonable condition.

PUBLICITY BUREAU, TRANSPORTATION BROTHERHOODS.

## Keep Your Sight

Good vision is not proof of a normal eye. Many eyes have normal vision and still have heavy eye-strain, but, sooner or later lose vision. Eyesight can be preserved by wearing properly fitted glasses that relieve the strain.

Preserve your eyesight by having your glasses fitted by

# Drake & Drake

REGISTERED OPTOMETRISTS  
313 1/2 Box Butte Ave.

## WANT AD DEPARTMENT

### FOR SALE

The best business in Alliance, Nebraska. On account of poor health, owner must sell the Atlas rooming house of 47 rooms at a sacrifice price. Building rent is low.

E. T. KIBBLE, Alliance, Nebr.  
16-1f-6778

### MISCELLANEOUS

BUSINESS OPPORTUNITY for man with small amount of capital to get into good, paying business in western Nebraska. Prefer man with some experience in farming. Must be steady and reliable. Address, with particulars, Box 6645, care Alliance Herald.  
12-1f-6645

MONEY TO LOAN on real estate. Apply to H. M. Bullock, Room 4, Reddish Block, Alliance.  
6-1f-6307

MONEY TO LOAN—On Box Butte county land and ranches in the sand hills. No delay in making the loan, we inspect our lands and furnish the money at once. J. C. McCorkle, McCorkle Building, Alliance, Nebr.  
1-1f-6554

RECORD FOR TRAINMEN  
Railroad men can secure a very useful book at The Herald office. It is a daily time book for trainmen and engine-men. The price is reasonable.  
5-1f-6728

### MOVE FURNITURE SAFELY

We have equipped our dray wagons and auto truck with the latest appliances for moving furniture without marring or scratching or damage. Up-to-date wagon pads will be used by us on all moving jobs.  
JOHN R. SNYDER, Phone 15.  
37-1f-5950

Money to loan on real estate.  
F. E. REDDISH.

WANTED—To let contract for the cutting and stacking of about 1,000 tons of hay on our ranch in Morrill county. Work to begin about July 20, 1916.  
HALL & GRAHAM.  
22-4f-6907

### Bids Wanted for Laying Sewer

TO WHOM IT MAY CONCERN:

Bids will be received by the mayor and city council of Alliance, Nebraska, for the laying of sewer in district number thirty-four. Plans and specifications may be seen at the office of the city clerk. The board reserves the right to reject any or all bids, which must be in not later than 8 o'clock p. m., April 20, 1916.  
CARTER CALDER,  
23-2f-6942 City Clerk.

### HOUSE FOR SALE

Large eight-room house for sale on easy terms. Good condition. Southeast corner of block. George A. Hills, phone Black 165.  
23-1f-6943

## "TIZ" GLADDENS SORE, TIRED FEET

"TIZ" makes sore, burning, tired feet fairly dance with delight. Away go the aches and pains, the corns, callouses, blisters and bunions.



"TIZ" draws out the acids and poisons that puff up your feet. No matter how hard you work, how long you dance, how far you walk, or how long you remain on your feet, "TIZ" brings restful foot comfort.

"TIZ" is wonderful for tired, aching, swollen, aching feet. Your feet just tingle for joy; shoes never hurt or seem tight.

Get a 25 cent box of "TIZ" now from any drugstore or department store. End foot torture forever—wear smaller shoes, keep your feet sweet and happy.

Medames Davis, Dole, Patmore and Ponath returned Friday from their enjoyable trip and session in the state convention of the Eastern Star at McCook. The officers of last year were re-elected to serve this year, and the session in every respect is reported as being one of the best ever held. The delegates representing Alliance chapter state that never have they had such a royal welcome and so much done for their entertainment, and they feel truly grateful to the hostesses of that city.

If you are paying high interest rates in the Building & Loan call on the Nebraska Land Company and get the money at reduced interest rates.

### Colds Quickly Relieved

Many people cough and cough—from the beginning of Fall right thru to Spring. Others get cold after cold. Take Dr. King's New Discovery and you will get almost immediate relief. It checks your cold, stops the racking, rasping, tissue-tearing cough and heals the inflammation, soothes the raw tubes. Easy to take, Antiseptic and Healing. Get a 50c bottle of Dr. King's New Discovery today. "It is certainly a great medicine and I keep a bottle of it continually on hand," writes W. C. Jessemann, Franconia, N. H. Money back if not satisfied.  
Adv—1